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YELLOWSTONE JUBILEE YEAR

This year celebrates the golden anniversary of the Yellowstone as America's greatest national park.

When, on June 19, the train that carries the first regular travelers to the old playground in its gala fiftieth year leaves Salt Lake City for the park, at West Yellowstone, every deluxe car in its make-up and every person aboard will be a tribute and a vindication to a man once called the greatest liar of his time—the man who not only discovered the Yellowstone, but Great Salt Lake as well.

Early in the 50's a solitary trapper pushed through an unknown, Indian-fested region to the north of the great Teton range. He had left the country of the Crows and Sioux behind and, pushing toward that of the Blackfoot tribe, crossed a divide and entered a region such as he in all his wanderings had never before seen or dreamed of. Below him was a valley from which rose a thousand smokes, and, as his way led him down into it, he passed hot, bubbling springs and saw that the smokes were jets of living streams.

Coming to the valley's floor, he stood aghast, for, with a roar, a gigantic column of boiling water and steam rose in front of him a hundred feet high.

Jim Bridger had discovered the Yellowstone.

Imagine poor old Bridger's predicament when he returned to civilization with his tales of boiling hot springs, "as big as a man's body, spouting higher than the flagpole in Virginia City," of a gushing, roaring hell back there in the mountains, filled with wonders such as no man had ever seen before.

Bridger had acquired a reputation far and wide as the inventor of unbelievably wild tales with which to regale the tenderfoot. And now that he had really seen the most marvelous thing of its kind in the world, a thing that outstripped even his wildest imaginations, no one would believe him. People of the day proposed to carve as his epitaph:

Here LIES Jim Bridger.

But the tales excited curiosity, and in 1869 David Folsom, C. W. Cook and a helper named Peterson penetrated up to Yellowstone Lake, afterwards crossing over to the Firehole River and up as far as the Lower Geyser Basin. They didn't even get as far as Old Faithful, or see the wonders surrounding it, but what they did see

was so wonderful that they hesitated to tell their story to any but intimate friends lest they acquire a reputation like Bridger's.

Following them came the Washburn expedition, organized by Nathaniel Pitt Langford, which visited Yellowstone Lake, all of the geyser basins and Yellowstone Canyon and Falls, and named Mt. Washburn, Old Faithful Geyser and other now famous points in the wanderland.

As the direct result of their work the bill creating the Yellowstone National Park was passed by Congress March 1, 1872.—New York Tribune.

A DEAD ISSUE

From time to time, upholders of liquor traffic attempt to extract comfort from the results of elections held in various parts of the country.

Recently a supreme attempt was made to interpret the result of a congressional election in New York State as indicating a pronounced swing toward legislative tempering of the prohibition enforcement law. In a Republican district, the Republican nominee was returned to Congress by a greatly reduced majority. It happened that in this instance the Democratic nominee had made opposition to the prohibition law a point in his platform. There were several other factors in the election, a reduced vote, disgust over congressional do-nothingness, the aftermaths of financial depression, and the usual local group vote alignments.

But anti-prohibitionists ignored all other factors and loudly ascribed the reduced Republican majority to dissatisfaction with prohibition.

A few weeks later, however, the primary election in Indiana was held, and anti-prohibitionists remained discreetly silent over the election. Samuel M. Ralston was nominated for Senator by the Democrats by an overwhelming majority. One of his opponents had made the campaign solely on the anti-prohibition issue, and had been known under so badly that it was not worth while to count the votes. In several of the congressional nominations, other anti-prohibition aspirants had fared as badly.

The truth of the matter is that the public will not consider prohibition as a live issue. Even those persons who profess the belief that the prohibition measure was a mistake refuse to let any worry over its passage interfere with their 1922 digestion. Prohibition as a fundamental policy is settled, and the politician who tries to urge its repeal is arguing an issue as dead as slavery.

In the town of Marhorst, Germany, two large steel shell cases have been hung in the steeple of the church and a clapper suspended between them. When the clapper is shaken by means of ropes the shell cases respond, giving a clear, resonant tone of great carrying power. During the war the bells of many churches in Germany were melted.

DIVISION OF HIGHWAYS

(An Epic.)

By George Mattingly, Project Engineer, 105 A. B. C., Iron County.

Prologue.

Division four, the section wild, Rough and ready, oft' times styled, Is full deserving of this fame, Come and see, it fits the name. Big Muddy! cuts it just in twain, "Father of Waters" to the east is lain; The Gasconade and the Meramec, The clear St. Francois and the Black, Rivers and creeks it has galore, Which ages ago were the ocean's floor. Its cliffs and rocks, its crags and dells, First appeared (so science tells), Above the seas eons ago, As the granite peaks clearly show, Valley and mountain, mountain and vale, Dwarf puny man, road builders quail.

Canto First. Origin of Roads.

Our forebears, men of steady nerve, Said, all these streams for roads will serve. When weather was fair, they traveled that way, When weather was foul, at home they'd stay. Upon a horse, or e'en to walk, Right down the creek all would stalk. But restless man would fain progress, Let's travel faster, carts are best. With wheels so wide, and wagons long, The creeks oft' times were all wrong, Upon the hills roads must be, They climbed the ridges suddenly. Every rise and every bump, They headed for it on the jump. When finally, getting on the top, At every tree and rock they'd stop. Around the trees, and 'round the rocks, Kinks upon kinks, shocks upon shocks. They had all day, wended slow, Stopped to talk with John and Joe. There was no bustle, noise or strife, They lived and died the simple life.

Canto Second. Awakening for Better Roads.

But, lo, with genius, wheels and gas, These tortuous trails were doomed to pass. Gas buggies came to travel in, On City streets did this begin. The country folk, with lordly scorn, Jumped and ran at hank of horn: When from the Asphalt, brave and bold, Autos dared these trails to roll. Their drivers said, "It seems to me We could have streets extensively." Those early times of auto days Do deserve all our praise, For the rural folk could not see How surfaced roads a help would be. Our fathers, and our grandfathers, too, Traveled dirt, it still will do. You city folk with cars so fine, Stay on your streets, all the time. Peacock walks we will not build, And see the grafters' pockets filled.

Canto Third. Transformation by Autos.

A few years passed in this way, And the Autos swift, were here to stay. The Wizard Ford, a cheap car made, And soon to every shed one strayed. Then up arose, loud and shrill, The farmers' cry, "Good Roads We'll Build." What use our car, they all did say, If when it rains, at home must stay. The movies once or twice a week, And John to his best girl must speak. Thus from Henry and his Tin, The good roads boom did begin. It rose and swelled, as a tide, Bonds were voted far and wide. Missouri, while a little late, Issued one in dollars great.

Canto Fourth. Highway Department Formed.

How, now, they cried, shall it be spent, And into roads get every cent. The politicians then replied, Leave that to us, we'll decide. No, no, they say it must be Spent very wise and honestly. If that's the case they all did sneer, You'll have to have an engineer. They work for little, a mere song, And honest as the days are long. A road department they did make, Even with their necks at stake. The Engineers were turned loose, Politicians declared a truce. A chief, of course, there must be, To guard all things, efficiently;

Assistants, too, he would need, To handle details, with all speed. The state is long, furlongs wide. Divisions now we must decide, With due thought for topography. The state divisions, six shall be. Division Four, above all told, Was carved from hills, rough and bold.

Canto Fifth. Description of Division Four.

The Ozark range is covered fine With mighty Oak and lordly Pine. Its mountain torrents dash and leap, Pour through canyons and gorges steep. Through alluvial plains, wide and low, Wind mighty streams, deep and slow. Geologists long ago discovered, That seven times, with the sea were covered; Save only a portion of Iron County, Which only once was below the sea. When the Great Jehovah, God of Might, Formed this earth and gave it light, And allowed his laws, their course to take, This section did from the seas up break. Its granite peaks, without life, Clearly show this marvelous strife. The rest of the land, plain as can be, Was seven times covered, sea by sea. Thus with Granite, Porphyry and Shale, Its Gravel and Limestone, road builders quail. With peaks so high and valleys so deep, Economy forces grades oft times steep. While trying for grades not too steep, Nor curves too sharp, low yardage to keep, The engineers of division four, Test all their skill, and then some more.

Canto Sixth. Finis.

Now some boys talk of farming, others take the law, Some land in the pulpit, some stay at home with pa. But of all the ways of living, the one that is for mine, Is to work like a fool, and pack like a mule, On a "Damned old survey line." We climb the hills at sunrise, stakes upon the back, Stumble through the jungles, the weeds your faces whack, The ticks get 'neath the hide, then bury quick and deep, The "skeeters" sing so merrily, it almost makes us weep. Then wade a creek so chilly, your teeth they play a tune, Or cross upon a shaky log, on all fours like a coon, Oh, ladies, in your limousines, oh, plutocrats so rich, Where'er you travel highways, or even hit the ditch, Remember, oh, remember, these roads they would not stand If engineers hadn't blazed the trail throughout this rugged land. They set the line with utmost care and laid the grade with skill, You owe to them the very fact, in high you pull the hill. And still remember as you roll, is justice always fair, Is recompense in equal metes, to skill that is shown there? The doctor and the lawyer, their fees they do demand, If engineers should ask more pay, they really might be canned. When payday comes, they hustle up and grab their stipends quick, And after all the bills are paid, a postage stamp can lick.

ADMINISTRATOR'S NOTICE

Notice is hereby given that Letters of Administration upon the estate of William Benton Hunt, deceased, have been granted to the undersigned, by the Probate Court of St. Francois County, Missouri, bearing date the 12th day of May, 1922.

All persons having claims against said estate are required to exhibit them to John G. Hunt for allowance within six months from the date of said letters or they may be precluded from any benefit of such estate; and if said claims be not exhibited within one year from the date of the granting of letters on said estate they shall be forever barred.

JOHN G. HUNT,

Attest: K. C. Weber, Judge, Administrator. May 19, 26, June 2, 9.

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